

LABOR UNREST THROUGHOUT ENTIRE COUNTRY BIG PROBLEM AT PRESENT

GARY DECLINES TO
SEE STEEL WORKERS

Delegation Told to Tell Its
Mission in Writing, Which
Is Promptly Done.

LEADER SOUNDS WARNING

Declares Strike of 400,000 Can
Be Called at Hour's Notice
—Gompers May Act.

Elbert H. Gary, chairman of the United States Steel Corporation, declined through his secretary yesterday afternoon to meet in person a delegation of labor men who called at his office, 71 Broadway, under instruction from labor leaders to see him regarding the demands of the steel workers for increased wages and improved working conditions. Mr. Gary, however, sent word to the committee that he did not intend to offer them any discount, and that the officials of the Steel Corporation would consider any requests that were reduced to writing.

The labor men immediately returned to their headquarters in the Hotel Continental, and less than an hour later, according to statements made by members of the committee last night, a written statement was sent to Mr. Gary, enclosing the demands of the steel workers and worded in such form as to make an answer necessary. Labor leaders last night refused to state how long a time would be allowed Mr. Gary to answer before a strike would be called, but John Fitzpatrick, chairman of the committee which called upon the steel manufacturer, said that the conference and yesterday afternoon with Samuel Gompers, and another conference which will be held to-day, have no bearing whatever on the possibility of a strike in the steel industry.

Gary Issues Statement.

Besides Mr. Fitzpatrick, the committee which called upon Mr. Gary was composed of D. J. Davis, assistant president of the Amalgamated Association of Iron, Steel and Tin Workers; William Hannon, executive board member of the International Association of Machinists; and W. Z. Foster. After they had gone Mr. Gary, when asked whether he would meet the men in person at any future time, dictated the following statement:

"When informed by my secretary that a committee of a labor organization consisting of John Fitzpatrick, William Z. Foster and D. J. Davis had requested to see me I sent word to them through my secretary that I did not care to have a personal interview, but that if they had any statement to make and would reduce the same to a written letter it would be received and considered by our officials, who would then determine what if any answer to make. Nothing further

has passed between us. I think it is better for those gentlemen and for me to leave no chance for misunderstanding in regard to what has been or shall be said. I have intended no personal discourtesy."

Despite the danger that the labor men might feel they had been affronted, a canvass of men in steel circles yesterday indicated no alarm over the labor situation in the steel industry. From authoritative sources in the trade it was learned that reports had been received in the last few days showing that not more than 15 per cent. of all the employees in the industry have joined or were previously members of union organizations affiliated with the American Federation of Labor.

Although there are a number of independent employees' organizations in some of the companies these are not affiliated with the A. F. of L., and their representatives deal directly with the officials of the companies on all questions that might arise. Because of these facts the steel authorities in the industry are confident that no serious disturbances are likely.

Can Call Out 400,000.

On the other hand the labor leaders were vehement in their declaration that they would strike at an hour's notice which would directly affect 400,000 workers in the steel and iron industry, and that upwards of 200,000 other workers would be affected indirectly. The threatened strike, they said, hinged on the attitude to be taken by Samuel Gompers.

Following Mr. Gompers' arrival and the return of the delegation from Judge Gary's office, there was a meeting of labor leaders at the Hotel Continental. In this assembly were the following: John Fitzpatrick, chairman of the subcommittee of the Organization of Iron and Steel Workers, recently formed at the convention at Youngstown, Ohio, and president of the Chicago Federation of Labor; William Foster of Pittsburgh, secretary of the subcommittee; William Hannon of Washington, D. J. Davis of Pittsburgh, E. J. Evans of the International Electrical Workers of Chicago, Hugh Frayne, general organizer of the New York Federation of Labor, and Glenn Plumb, counsel for the railroad brotherhoods and father of the Plumb bill.

After the meeting Mr. Fitzpatrick said that Samuel Gompers wrote to Chairman Gary of the steel trust last June asking for a conference and that his letter was ignored. He added that unless Mr. Gary reconsidered his decision not to confer with the labor leaders Mr. Gompers is expected to empower him to call a strike at once. Mr. Fitzpatrick explained that it will not be necessary to wait until the end of August as agreed upon at the Youngstown conference. With authority from Samuel Gompers, he said, the call can go forth at a moment's notice. Mr. Davis added that should the strike be called it would be extended to the ore carrying ships of the great lakes and that twenty-six unions intervened in the steel industry would be tied up.

"The steel trust issued a statement not long ago," Mr. Fitzpatrick said, "in which it was said no strike we could call would affect the industry. We can shut down every mill operated by the steel trust and not a wheel will turn once we give the word. Gary has refused to see us or to listen to us. Now he will both see and hear us unless he wants to shut down his entire works. We are here for business and we know where we stand."

WINNIPEG BUILDING
HALTED BY STRIKE

Confidence Undermined by Recent Fight for One Big Union.

LEADERS STILL IN JAIL

Some Union Chiefs Now Confess They Started Their Fight Years Too Early.

By a Staff Correspondent of The Sun.

WINNIPEG, Aug. 26.—The reflex action of the strike is plainly visible in this city. Building construction is almost at a standstill. There is urgent need for new houses and other structures, but confidence is lacking among the employers and investors on the one side and the workers on the other.

Eight men are in jail waiting trial at the autumn assizes. Up to the present they have not been able to get bail. Following the early morning arrests in the later stage of the strike, and before the preliminary trials began, bail was accepted and the men had their freedom. Several of them went East and made speeches to their friends in a vain effort to get funds to pay the costs of their own defense in the trials just ahead. Doubt as to how they might use the privilege again has been a factor in the present instance. But there are some indications that the Federal authorities will relax their grip and permit the men to have their freedom until their trial.

Four Await Deportation.

Four aliens are waiting deportation, having been examined by the immigration authorities and found guilty of activity in directions not proper for aliens. Under the amendment to the immigration act passed at the last session of Parliament, the department now has power to deport any one, other than Canadian born, who has been guilty of sedition in the sense of agitation, or of working in the direction of changing the existing social and economic order. The department of immigration however, has decided to try the English and Scotsmen under charge before the courts and not take advantage of the special provision of the law. The right of summary deportation, such as exists in the United States and Canada with the immigration authorities, is an extreme authority, they believe, that should only be used under grave circumstances. Associated with it is the power of the Secretary of State to revoke the naturalization of any subject who has been declared unworthy by the Secretary. It is quite conceivable that some shrewd political strategist, such as there have been in this country, might use such a law to extort service and political fealty

out of unwilling men of influence among naturalized aliens. Therefore it is felt that any right of interference with naturalization should rest with the high courts of justice.

The trial of Bray, Russell, Ivens and the other men at the autumn assizes will take on the form of a State trial in the eyes of the public. The sensational arrest of the men and the exercise of force against them in a somewhat alarming manner, gave an undue importance to the event. Delay in taking action to maintain law and order was also responsible for the extended time occupied by the suspense of the public.

It would now appear that what these men were aiming at was a revolution in the control and direction of labor unions, rather than any political revolution of the Canadian constitution. The inquiry has shown that some of the men involved in the strike were thoughtful and intelligent. But they were victims of the "shell shock" that had affected western Canada, just as it had Europe and spots in the United States.

Admit Attempt Was Premature.

The workers are undeceived. One or two of the leaders confess that the One Big Union plan was sprung too early on the unions. Two years later the idea might have been carried through to victory, but the men did not fully appreciate what was meant. There were too many opponents of the idea within the gates.

The municipal election in November is going to give an opportunity to elect a competent city government. The Winnipeg strike, like the Chicago riots, demonstrated anew the urgent need for efficient city government. At present there is a deadlock on the Winnipeg City Council over the plans and procedure of better housing provision for the people of Winnipeg. The workers need it badly. Rents are at extortionate rates. The plan to build a lot of modern homes in a fairly central area met with strong opposition because it did not make opportunity for the middlemen and jobbers to get a rakeoff. The money to proceed was available from the Federal Government, and the work would have met the need of many idle men in the city. But other plans were put forward and the main scheme was sidetracked.

Labor men say it was all a device of the property interests to keep rents where they are. That may be absurd, but in a time of urgent need and after the Federal Government had led the way, it is strange to find a municipal Council getting in the way, or allow any one to head them off.

There are about forty-six crafts in the Winnipeg Trades and Labor Council, including about seventy-five locals. Of that strength the great majority are for the old line constitutional unionism. Less than 25 per cent. of Winnipeg labor men are supporters of the O. B. U. With the leaders in prison and unemployment increasing ahead of winter, labor is in a mood for another battle. Just how far Federal authority will show moderation and clemency remains to be seen. But there seems a great opportunity to do permanent good by an exercise of moderation.

Philadelphia Bricklayers Strike.

PHILADELPHIA, Aug. 26.—The majority of the 1,500 bricklayers here struck to-day, tying up practically every large building operation. While no statement was made by the Bricklayers, Masons and Plasterers Union, prominent contracting firms declared the men are striking for \$1.25 an hour, an increase of 37 1/2 cents.

WESTCHESTER LINE
STRIKE IS ENDED

Motormen and Conductors Accept Compromise on Wage Demand.

NINE-HOUR DAY GRANTED

Not a Car Has Been Run Since Men Went Out on August 21.

Motormen and conductors of the New York, Westchester and Boston Railway, who have been on strike since August 21, returned to work this morning after an agreement had been reached last night by representatives of the railway company and the strikers in the rooms of the Public Service Commission.

The compromise settlement provides that nine hours shall constitute a day's work, and the minimum wage agreed upon was \$6 for motormen, \$5 for motor switchmen, \$4 for helpers, \$6 for passenger conductors, \$4.50 for freight conductors and \$4.08 for flagmen and brakemen in freight service.

Before the conference last night the representatives of the railway employees were set in their determination to get for the motormen \$5.50 for 100 miles or less and for the conductors \$5 for 150 miles, which is the minimum rate paid to the operators of electric cars on all other roads where they are in use. But they finally agreed to a \$5 minimum wage for a nine hour day and claimed victory as theirs.

Not a passenger train has been run along the lines of the New York, Westchester and Boston Railway since the men went on strike, and it was feared that the motormen and conductors on the main line of the New Haven Railroad would go out on a sympathy strike.

L. G. Griffing, assistant grand master, Brotherhood of Locomotive Engineers, represented the men. He was accompanied by T. B. Dodge, assistant to the president of the Brotherhood of Railway Trainmen; J. H. Wilson, chairman of the general committee of adjustment, Brotherhood of Locomotive Engineers; R. T. Clarkson, general chairman general committee of adjustment, Brotherhood of Railway Trainmen, and Joseph V. McKee, counsel for the men.

The company was represented by L. S. Miller, president of the railroad; P. W. J. Smith, its superintendent; George S. Graham, J. B. Knox and Ralph P. Buell, attorneys for the company.

It was only after practically thirty hours of negotiations that Deputy Public Service Commissioners Edward Glennon and Alfred Barrett, working under the direction of Commissioner Lewis Nixon of the First district and Thomas F. Fennell of the Second district, managed to bring about a settlement.

All time in excess of the day of nine hours will be paid for as overtime, but at the rate of one-eighth of the daily rate, computed on the minute basis, and begin when the men report for duty and

to end at the close of the last run of the day. A conductor making a special run will receive for overtime \$1.87 for a minimum not exceeding two and one-half hours and on the basis of extra time if the run exceeds the two and one-half hour period.

The agreement, in addition to providing that the men should return to work at once, stipulates that the provisions of the settlement shall take effect as of August 31, 1919, and shall be binding upon the men, without change until October 1, 1920, upon and after which period it may be terminated on thirty days notice.

All the strikers are to be reinstated without prejudice to their respective jobs, and the rights of seniority are to be preserved.

A 25 per cent. increase in pay, beginning Monday, has been granted to all employees in the operating department of the New York and Queens County Railway, according to an announcement made yesterday at the offices of the company in Long Island City. It was stated that the increase was voluntary and was given in recognition of the loyalty of the employees during the B. R. T. and I. R. T. strikes.

Motormen and conductors now receive from \$5 to \$2 cents an hour instead of from \$4 to 40 cents an hour. Linemen, repairmen and electrical workers also had their pay increased from \$4 and \$4.50 to \$5 and \$5.75 a day.

NATIONAL BODY MAY
OUTLAW LOCAL UNION

Pittsburg Car Strikers Get
Peremptory Order.

DETROIT, Aug. 26.—Unless striking street car men in Pittsburg return to work immediately the Pittsburg local of the Amalgamated Association of Electric Railway Employees of America will be permanently outlawed the executive board announced after a meeting here to-day. The men struck twelve days ago in violation, it was said, of their arbitration agreement with the operating receivers of the Pittsburg Railway Company and the War Labor Board.

International President W. D. Mahon intimated that failure of the men to return to work may result in the union forming a new local at Pittsburg to cooperate with the company in reopening trolley service.

Temporary suspension of the local was announced a week ago. This is the first time in the history of the union a local has been threatened with permanent expulsion.

Resumption of street car service to-morrow appeared probable to-night, although an official statement was forthcoming from receivers of the Pittsburg Railway Company. The company's dispatcher at the Craft avenue barns, the scene of yesterday's rioting, announced this afternoon that car service would be started in the morning and that the city had promised to provide two policemen to ride on each car. Mayor E. V. Babcock, however, later denied agreeing to furnish such guards.

Despite the receivers' statement last night that they would run cars to-day, not a wheel turned and the day was taken up with conferences between the company's officials and the Mayor and Sheriff W. S. Haddock.

POLICEMEN DISPEL
RUMORS OF UNION

Twelve Hundred Delegates at
Meeting Vote to Steer
Clear of Federation.

TO ASK PAY INCREASES

Cite Figures to Show Soaring
Cost of Living Forces
Resignations.

The rumors that the New York police were to organize a union and seek affiliation with the American Federation of Labor were definitely quieted yesterday afternoon at a meeting of the Patrolmen's Benevolent Association in Mennerchor Hall, in 203 East Fifty-sixth street.

The 1,200 delegates who attended a representative of the 8,000 patrolmen on the force decided almost unanimously to keep clear of labor bodies and make an independent fight for an increase in salary of about \$200 a year. A resolution was adopted which calls for the grading of the force into three classes—\$1,600 for first year men, \$1,800 for second year and \$2,000 thereafter. Under the present system a policeman must serve five years before he receives a salary of \$1,600.

During the early part of the meeting several of the delegates demanded that the police form a union and join the A. F. of L., but they were dissuaded by Joseph P. Moran, president of the association.

"The Patrolmen's Benevolent Association," said Moran, "is more powerful and better able to take care of our interests than any labor body in the country. By seeking to better our condition we must act wisely and not irrationally. No labor body in this country can use the same powerful force among our citizens as this organization can. The people are tired of movements led by labor leaders. Our society can command the respect of the Mayor, the Commissioner and the people."

The meeting also passed a resolution which provided that if any of the officers of the association lose their jobs for honorable agitation the association will pay their salaries until their reinstatement has been decided by high legal authority.

Several striking instances of how the high cost of living has hit the cops were brought out at the meeting. It was charged that the city officials paved the way for the last police recruit school to secure loans from brokers in order that they could meet the high prices demanded for clothing and other equipment.

Most of the tailors who have been furnishing new policemen with equipment and clothing for their debut on the force at instant rates have been forced to drop the scheme. This situation was brought about because nearly 200 new policemen in the last six months have been forced to resign and declare themselves without funds. The tailors

immediately declared firmly they would not give credit to any member of the police force.

The following schedule of what a policeman is forced to pay at present for clothing and the prices before the war was displayed:

	1914.	1919.
Winter overcoat.....	\$27	\$77
Winter house.....	27	35
Winter trousers.....	10	14
One revolver.....	10	31

Many of the policemen say they will be compelled to purchase winter clothing before September 15, and must pay cash because the tailors have refused to give them credit.

The request for a salary increase will be submitted to the Commissioner for incorporation in the department budget. The association, which possesses a reserve fund of \$1,000,000, aims to bring the plight of the policemen before the public through the medium of public forums and a wide distribution of literature detailing the exact conditions under which "the finest in the world" are forced to make a stand against the high cost of living.

It was intimated that the firemen who are associated with the International Firefighters Union would make the same demands to Fire Commissioner Drennan. Albert E. Guinness, president of the local firemen's order, conferred with President Moran after the meeting. The police and firemen now receive from \$1,400 to \$1,600, which they want raised to \$1,800 and \$2,000.

ONE DEAD IN MINE STRIKE.

Negro, Attacked by Mob, Fires,
Killing Youth.

SPRINGFIELD, Ill., Aug. 26.—One killed and two wounded constituted to-day's early developments in the strike of coal miners who are rebelling against fines imposed by operators.

Elmer Ghirdi, 15, was shot and instantly killed and two men, said to be strikers, were hit by bullets when Pleasant Jarman, a negro, engaged in a revolver battle with pickets. Jarman, a miner, was on his way to work when the crowd of insurgent miners began throwing stones at him. He fired, then ran, but was arrested.

Only a few mines were working in the Springfield sub-district to-day.

TROOPS PATROL CHARLOTTE.

Guards Seek to Prevent Renewal
of Car Riots.

CHARLOTTE, N. C., Aug. 26.—State troops and deputies patrolled the principal streets of this city to-day in an effort to prevent a renewal of rioting in connection with the street car strike here, which resulted last night in the death of three men and the injury of twelve others. Additional troops have been ordered to Charlotte and should arrive during the day.

Strong guards have been thrown around the car barns of the Southern Public Utilities Company, where the rioting last night took place. The city hall also was guarded by soldiers.

No effort was made to-day to operate street cars. The service had been abandoned for two weeks and last night's rioting followed efforts to operate cars on some of the more important routes.

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